Chapter 3

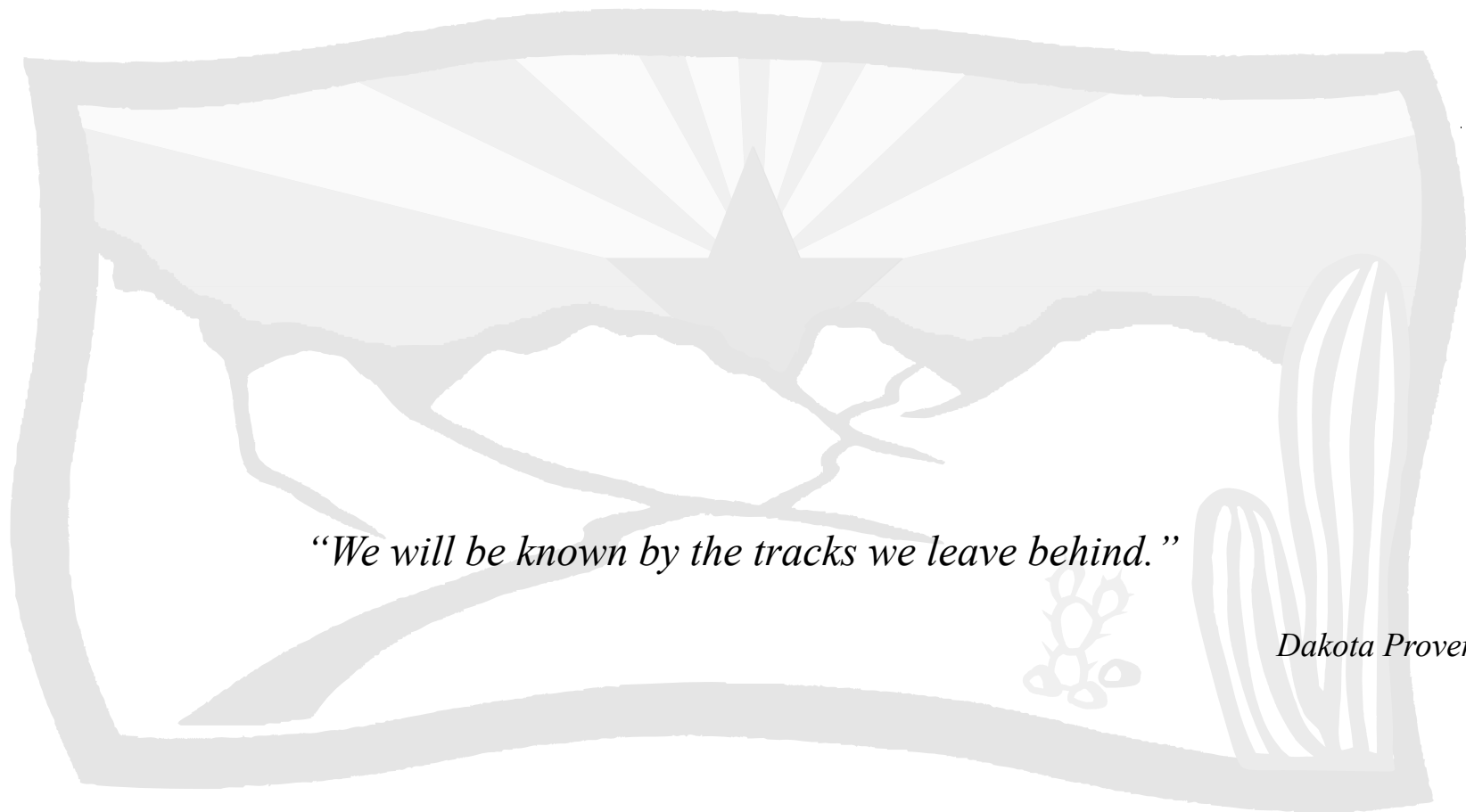# *Priorities Identified By The Public*

"We will be known by the tracks we leave behind."

Dakota Proverb

31% of nonmotorized trail users and 17% of motorized trail users prefer trails that are limited to a single activity.

Chapter 3: Priorities Identified by the Public

One of the objectives of this plan is to identify the most significant issues related to motorized and nonmotorized trail use in Arizona. This chapter presents priorities from the combined general public and target group surveys and the focus group workshops. This chapter and the *Trails 2005: A Study of Arizona's Motorized and Nonmotorized Trail Users* survey data provide sources of information for land managers and trail users to determine the issues and needs on which to focus their efforts and resources.

Survey Priorities

The *Arizona Trails 2005* survey was organized to produce the following types of information from Arizona's citizens:

- Satisfaction with trail opportunities in Arizona.

- Estimates of trail use in Arizona with participation broken into specific recreational types and activities.

- Motivations for using trails.

- Preferences for recreation settings.

- Environmental and social concerns on trails in Arizona.

- Importance and satisfaction for trail support facilities in Arizona.

- Priorities for trail management and planning in Arizona.

The following information is provided separately for motorized and nonmotorized trail user responses. The responses listed are representative of the 7.0% of Arizonans surveyed who identified themselves as motorized trail "core users" and the 56.5% of Arizonans surveyed who identified themselves as nonmotorized trail "core users" since these are the users for whom the resources and facilities are planned and managed.

Satisfaction with Trails

The majority of all trail users are satisfied with recreational trails in Arizona (see Table 6). Overall satisfaction levels of nonmotorized trail users appears to be slightly higher, as more nonmotorized users report being very satisfied or extremely satisfied.

Table 6: Overall Satisfaction with Trails

Satisfaction with Trails	Motorized Trail Users	Nonmotorized Trail Users
Not at all satisfied	4.6%	0.2%
Slightly satisfied	6.0%	6.2%
Satisfied	72.7%	58.8%
Very satisfied	15.3%	35.1%
Extremely satisfied	1.4%	3.4%
Total	100%	100%

Public Access to Trails

Survey participants were asked to respond to the following question regarding access to trails–*What is your opinion about the trend in public access to recreation trails in the past five years in Arizona (i.e., the public's right to use trails)?* Table 7 shows that nearly half (48.3%) of motorized users feel that public access to trails has declined for their preferred activities

in Arizona in the past five years. In contrast, less than 20% of nonmotorized users feel that access has declined.

Table 7: Perceptions of Trend in Public Access to Trails

Public Access Trend	Motorized Trail Users	Nonmotorized Trail Users
Access is declining; fewer trails are open for my preferred activities	48.3%	18.7%
Access is about the same	19.5%	34.5%
Access is improving; more trails are open for my preferred activities	8.8%	13.0%
Not sure	23.4%	33.8%
Total	100%	100%

Public Access by Region

In addition, respondents were asked how satisfied they were with access in 1) the region of the State they used the most, and 2) the region of the State they enjoyed the most.

Table 8: Satisfaction with Public Access to Trails in Regions

Satisfaction with Access to Trails	Motorized Trail Users		Nonmotorized Trail Users	
	Region used most	Region enjoyed most	Region used most	Region enjoyed most
Not at all satisfied	7.8%	7.3%	0.6%	0.7%
Slightly satisfied	18.0%	17.0%	8.9%	10.0%
Satisfied	47.5%	50.0%	55.7%	58.7%
Very satisfied	21.7%	19.9%	27.2%	21.8%
Extremely satisfied	5.1%	5.8%	7.1%	8.8%
Total	100%	100%	100%	100%

Overall both motorized and nonmotorized trail users were generally satisfied with access in both of those regions (see Table 8). It is interesting to note that no single region of the State was reported to be of greater preference than any other.

Q: Overall, how satisfied are you with public access (i.e., your ability to use trails) in the State?

Trail Usage and Activities

One of the primary objectives of this study was to estimate trail use in Arizona with participation broken down into specific types and activities. Respondents were asked to report their participation in an extensive list of motorized and nonmotorized activities on Arizona's trails last year. The results are displayed in Tables 9 and 10 and on page 81.

Based on the percentage of respondents who participated in an activity at least once in the past 12 months, the most popular motorized activities for motorized trail users were *four-wheel driving* (55.0%), *driving to sightsee or view wildlife/birding* (49.8%), and *all-terrain vehicle (ATV) riding* (42.4%).

Based on the percentage of respondents who participated in an activity at least once in the past 12 months, the most popular nonmotorized activities for nonmotorized trail users were *trail hiking (day hiking)* (75.5%), *walking (excluding trail hiking)* (67.1%), and *visiting historical/archaeological sites* (52.1%).

It is interesting to note that 12% to 20% of nonmotorized users participate in various motorized activities and 43% to 54% of motorized users participate in various nonmotorized activities (see page 81).
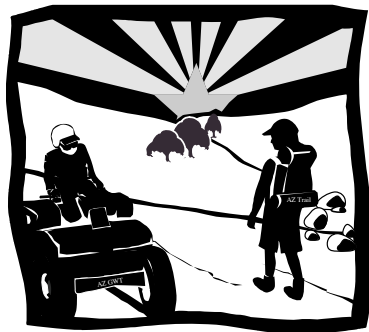
Table 9: Motorized Activity Participation in the Past 12 Months

Motorized Trail Users		
Motorized Trail Activity	Valid Percent	Mean Number of Days
Four-wheel driving	55.0%	22.3
Driving to sightsee or view wildlife/birding	49.8%	15.2
ATV (all-terrain vehicle) riding	42.4%	31
Driving to visit historical/ archaeological sites	40.1%	8.9
Motorized trail biking/dirt biking	16.6%	21.2
High clearance two-wheel driving	10.6%	12
Dune buggy or sandrail driving	5.0%	10.2
Competitive events	0.9%	2.6
Snowmobiling	0.5%	0.7

Table 10: Nonmotorized Activity Participation in the Past 12 Months

Nonmotorized Trail Users		
Nonmotorized Trail Activity	Valid percent	Mean number of days
Trail hiking (day hiking)	75.5%	16.4
Walking (excluding trail hiking)	67.1%	39.5
Visiting historical/archaeological sites	52.1%	5.8
Wildlife viewing/birding	40.0%	17.1
Backpacking	20.7%	4.4
Jogging/running	15.8%	23.1
Mountain biking (natural terrain)	14.3%	10.9
Bicycling	13.7%	16.3
Horseback riding	13.5%	8.3
Canoeing/kayaking (using water trails)	9.3%	5.3
Cross-country skiing or snowshoeing	5.3%	1.1
In-line skating	5.0%	4.8
Orienteering/geocaching (using map, compass, GPS)	1.6%	2.3
Hiking with pack stock (horses, mules, llamas, etc.)	0.7%	2.5

To assess the frequency of participation for each activity, respondents were also asked to estimate the number of days they had engaged in each activity in the previous 12 months (see Tables 9 and 10 and page 81). Motorized users spent the most days on trails engaging in motorized activities such as *ATV riding* (31 days), *four-wheel driving* (22.3 days) and *motorized trail biking/dirt biking* (21.2 days).

Nonmotorized users spent the most time on trails *walking (excluding trail hiking)* (39.5 days), *jogging/running* (23.1 days) and *wildlife viewing/birding* (17.1 days).

Environmental Concerns
Perceptions of environmental concerns are important to identify as they can affect both trail users' satisfaction as well as ecological integrity of the recreation setting. Mail survey respondents were asked to rate each of fourteen environmental concerns on a five-point scale ranging from 1 (not a problem) to 5 (very serious problem). Findings are displayed in Tables 11 and 12 and Figure 5.

Based on mean scores, motorized and nonmotorized users have similar primary concerns: *litter* (M=3.2; NM = 2.92), *trash dumping* (M = 2.92; NM = 2.57) and *erosion of trails* (M = 2.69, NM = 2.53). Motorized users also find *vandalism* (2.60), *damage to historical or archaeological sites* (2.58) and *trampling of vegetation* (2.2) to be of concern. Nonmotorized users rate *trampling of vegetation* (2.42), *damage to historical and archaeological sites* (2.40) and *vehicle emissions* (2.40) as slight to moderate problems.

Table 11: Motorized User Environmental Concerns on Trails

Motorized Trail Users					
Environmental Concerns	Not a problem	Slight problem	Moderate problem	Serious problem	Very serious problem
	Valid percent					Mean
Litter	8.4%	25.5%	20.6%	28.8%	16.7%	3.20
Trash dumping	12.4%	28.1%	23.8%	24.3%	10.9%	2.92
Erosion of trails	12.0%	32.2%	37.3%	12.3%	6.3%	2.69
Vandalism	20.4%	24.8%	35.6%	12.3%	6.9%	2.60
Damage to historical or archaeological sites	28.8%	22.7%	17.9%	23.3%	7.3%	2.58
Dust in the air	24.8%	36.2%	28.8%	9.2%	1.9%	2.27
Trampling of vegetation	32.0%	32.9%	24.6%	3.4%	7%	2.20
Water pollution	33.4%	36.8%	14.5%	9.9%	5.4%	2.17
Vehicle emissions	42.2%	27%	18.2%	6.9%	5.7%	2.07
Fire rings/charcoal	36.3%	34.5%	21.8%	6.6%	0.7%	2.01
Erosion of stream banks	40.1%	34%	16.7%	3.8%	5.4%	2.00
Human waste	48.4%	32.5%	9.5%	3.6%	6.1%	1.86
Damage to soils	44.8%	35.2%	11.1%	7.7%	1.2%	1.85
Air quality	46.6%	36.1%	9.5%	7.4%	0.4%	1.79

Table 12: Nonmotorized User Environmental Concerns on Trails

Nonmotorized Trail Users						
Environmental Concerns	Not a problem	Slight problem	Moderate problem	Serious problem	Very serious problem	
	Valid percent					Mean
Litter	11.3%	25.6%	33%	20.2%	9.9%	2.92
Trash dumping	23.1%	27.6%	28.6%	10.8%	9.9%	2.57
Erosion of trails	14.1%	34.6%	37.8%	11%	2.5%	2.53
Trampling of vegetation	23.0%	35.6%	23.9%	10.9%	6.6%	2.42
Damage to historical or archaeological sites	30.2%	29.2%	17.9%	15.3%	7.4%	2.4
Vehicle emissions	28.5%	32.3%	20.6%	8.5%	10.1%	2.4
Vandalism	27.3%	35.5%	21%	11.5%	4.6%	2.31
Water pollution	32.8%	32.9%	15.1%	13.4%	5.9%	2.27
Dust in the air	35.1%	30.3%	20.2%	10.4%	4%	2.18
Erosion of stream banks	32.0%	32.7%	24.8%	6.2%	4.3%	2.18
Air quality	38.2%	27.6%	21.8%	7%	5.4%	2.14
Damage to soils	32.1%	38.8%	18.7%	5.9%	4.5%	2.12
Fire rings/charcoal	44.0%	34.4%	13.9%	7%	0.6%	1.86
Human waste	52.0%	29.2%	12.2%	3.3%	2.%3	1.73

Figure 5: Environmental Concerns on Trails
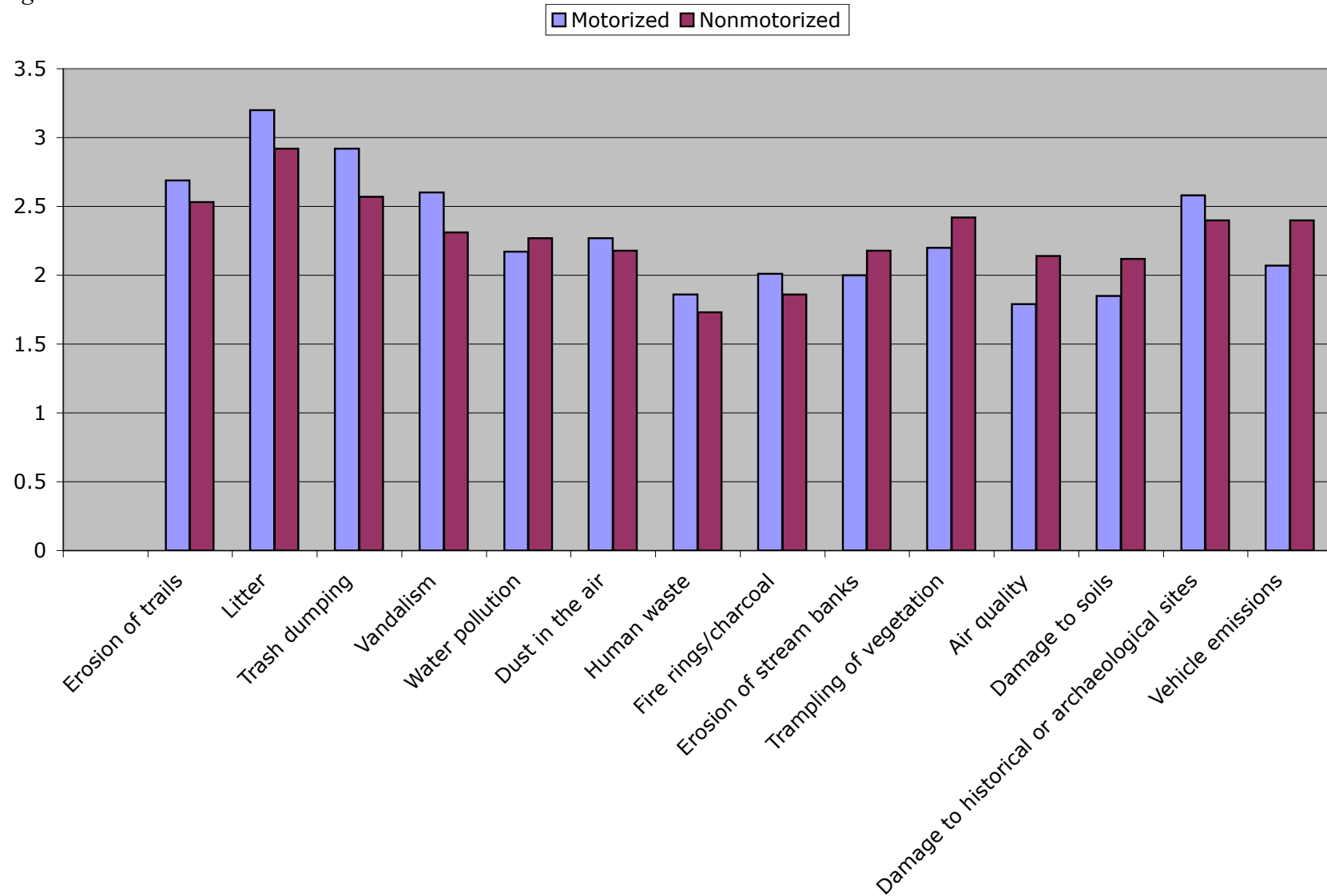
Social Concerns

The survey also asked respondents to rate social concerns that may reduce the overall quality of trail users' recreation experience. Respondents ranked 13 different social concerns on a scale from 1 (not a problem) to 5 (very serious problem). Findings are displayed in Tables 13 and 14 and Figure 6.

Based on mean scores, trail users considered *residential/ commercial development* (M = 2.85; NM = 2.59) as the greatest concern. *Unregulated OHV use* (M = 2.25; NM = 2.47), *lack of trail ethics* (M = 2.48; NM = 2.40) and *too many people* (M= 2.13; NM = 2.16) were also considered slight problems.

Table 13: Motorized Users Social Concerns on Trails

Motorized Trail Users						
Social Concerns	NP	SP	MP	SP	VSP	
	Valid percent					Mean
Residential/commercial development	36.3%	6.8%	12.8%	23.3%	20.8%	2.85
Lack of trail ethics	23.0%	32.0%	23.4%	17.8%	3.8%	2.48
Unregulated OHV use	37.1%	29.3%	12.2%	14.2%	7.1%	2.25
Too many people	26.4%	32.9%	33.3%	6.5%	0.9%	2.23
Unskilled people	24.0%	51.9%	17.4%	5.0%	1.7%	2.08
Uncontrolled dogs	44.1%	24.5%	17.9%	7.7%	5.9%	2.07
Target shooting	45.5%	27.1%	10.5%	11.2%	5.7%	2.05
Personal safety	45.5%	27.2%	21.2%	5.3%	0.8%	1.89
Noise disturbance	44.9%	39.0%	5.9%	5.4%	4.8%	1.86
Vehicle noise	46.6%	36.1%	8.1%	4.4%	4.8%	1.85
Conflict between users	48.9%	38.7%	9.9%	2.2%	0.3%	1.66
Damage to/loss of personal property	54.1%	30.2%	14.0%	1.5%	0.2%	1.63
Recreational livestock	64.9%	29.5%	4.0%	1.6%	0.0%	1.42

NP = not a problem, SP = somewhat of a problem, MP = moderate problem, SP = serious problem, VSP = very serious problem.

*Table14: Nonmotorized Users Social Concerns on Trails*

Nonmotorized Trail Users						
Social Concerns	NP	SP	MP	SP	VSP	
	Valid percent					Mean
Residential/commercial development	34.0%	14.0%	24.5%	14.5%	13.0%	2.59
Unregulated OHV use	32.1%	20.2%	25.4%	12.7%	9.6%	2.47
Lack of trail ethics	26.3%	31.9%	22.5%	13.8%	5.5%	2.4
Too many people	33.7%	28.4%	27.9%	8.4%	1.7%	2.16
Uncontrolled dogs	38.4%	33.5%	14.4%	8.3%	5.4%	2.09
Vehicle noise	40.2%	31.7%	18%	5.6%	4.6%	2.03
Noise disturbance	39.0%	34.3%	18.2%	5.4%	3.2%	2
Unskilled people	35.9%	9.2%	20.3%	2.9%	1.7%	1.95
Target shooting	51.5%	22.8%	13.3%	4.8%	7.6%	1.94
Personal safety	46.8%	34.1%	11.6%	4.8%	2.7%	1.82
Conflict between users	49.2%	35.9%	11.7%	2.5%	0.7%	1.7
Recreational livestock	60.2%	31.5%	5.5%	1.8%	1.0%	1.52
Damage to/loss of personal property	64.6%	23.5%	9.6%	2.2%	0.1%	1.5

NP = not a problem, SP = somewhat of a problem, MP = moderate problem, SP = serious problem, VSP = very serious problem.

Hiking with recreational livestock (pack stock such as mules, horses or llamas) is a popular way to enjoy trails, letting the pack stock carry the heavy overnight equipment and supplies. It also carries with it a user responsibility to properly manage the livestock to reduce negative impacts to the environment and other trail users, including overgrazing high use areas, reducing the introduction of nonnative weed species through livestock feed, and damage to trees from tying livestock up for the night.

Figure 6: Social Concerns on Trails
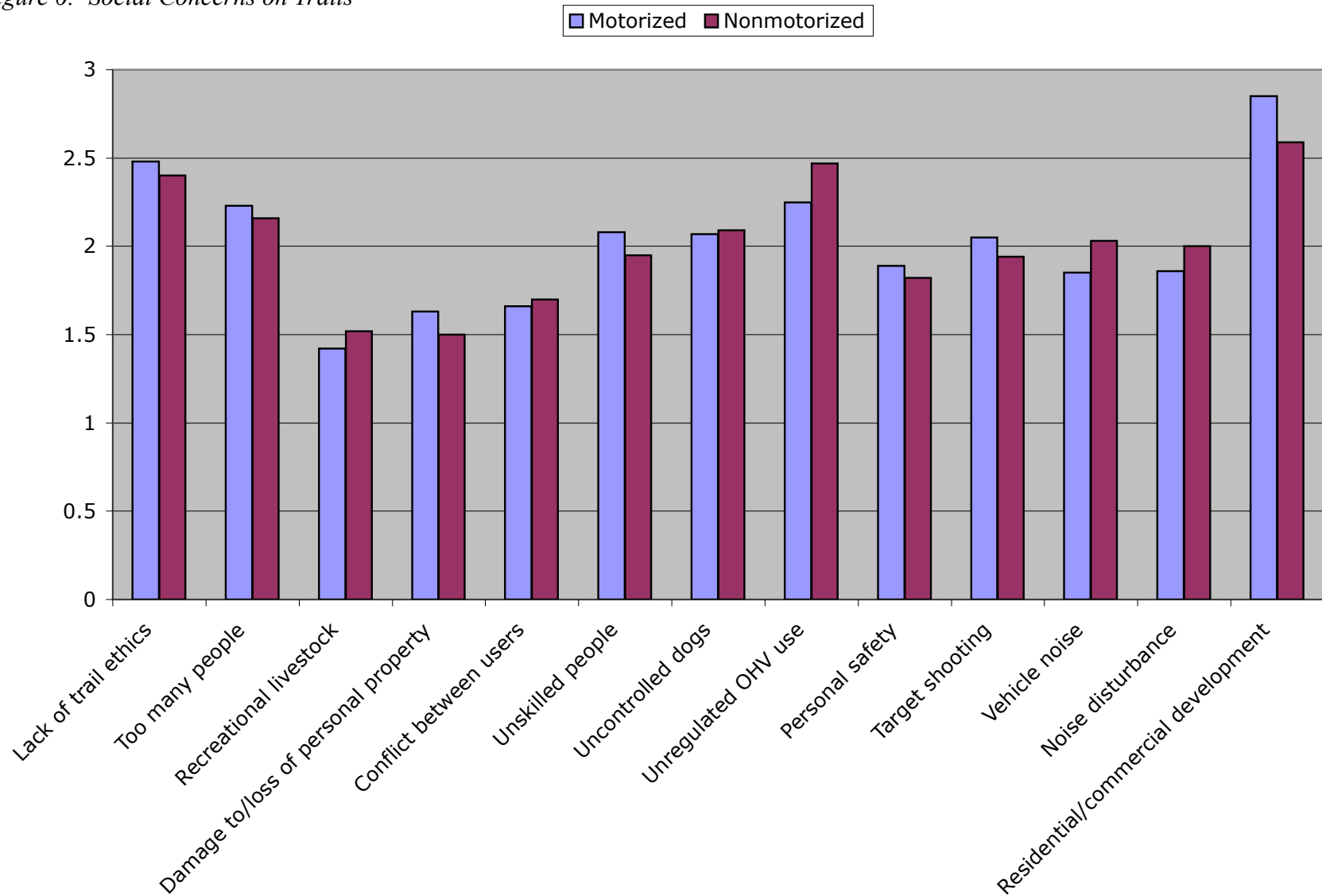
Trail Management and Planning Priorities

Trail managers have limited resources to develop and maintain trails. To inform management decisions regarding resource allocation and issue prioritization, one section of the survey included a series of questions that allowed respondents to rate the importance of various trail issues.

Trail Management

Respondents were asked to rate the importance of 11 trail management priorities as well as their satisfaction with current conditions. The results are displayed on Table 15 and Figure 7 for motorized users and Table 16 and Figure 8 for nonmotorized users.

Based upon mean scores, both motorized and nonmotorized users felt that *keep area clean of litter/trash* (M = 4.37; NM= 4.21) was the greatest priority. Also of high importance were to *maintain existing trails* (M = 3.93; NM = 4.15), *repair damage to trails* (M = 3.82; NM = 4.05) and *enforce existing rules/regulations* (M=3.95; NM = 3.76). The item of least importance for both groups was to *provide landscaping along trails and in support areas* (M= 2.24; NM = 2.54).

When asked in an open-ended format, given limited funding which <u>one</u> of the trail management priorities is the most important, motorized users most frequently replied *enforce existing rules and regulations, keep area clean of litter and trash* and *acquire new land for public access to trails.*

When asked in an open-ended format, given limited funding which <u>one</u> of the trail management priorities is the most important, nonmotorized users most frequently replied

maintain existing trails, keep area clean of litter and trash and *acquire new land for trails.*

Table15: Motorized Users Importance and Satisfaction with Trail Management Priorities

Trail Management Priorities	Motorized Trail Users	
	Importance	Satisfaction
	Mean Score (out of 5)	
Keep area clean of litter/trash	4.37	2.70
Enforce existing rules/ regulations	3.95	3.75
Maintain existing trails	3.93	3.05
Repair damage to trails	3.82	2.90
Develop new trails	3.63	2.74
Acquire new land for trails	3.53	2.74
Develop support facilities	3.51	2.94
Acquire new land for public access to trails	3.49	2.79
Provide law enforcement/ safety	3.41	2.61
Provide educational programs	3.22	2.98
Provide landscaping along trails and in support areas	2.24	3.22

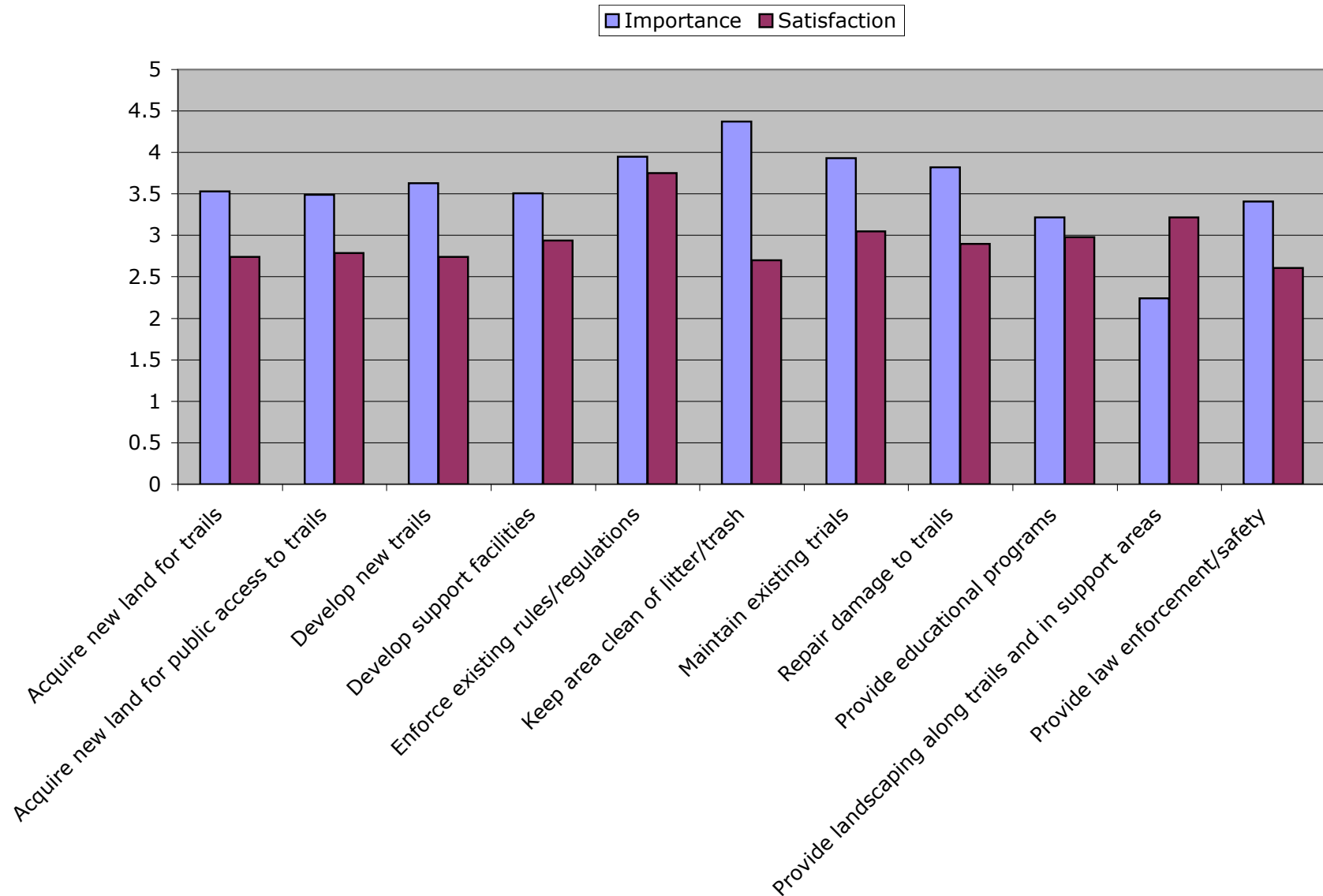*Figure 7: Importance and Satisfaction of Trail Management Priorities for Motorized Users*

Table 16: Nonmotorized Users Importance and
 Satisfaction with Trail Management Priorities

| Trail Management Priorities	Nonmotorized Trail Users	
	Importance	Satisfaction
	Mean Score (out of 5)	
Keep area clean of litter/trash	4.21	2.95
Maintain existing trails	4.15	3.25
Repair damage to trails	4.05	3.15
Enforce existing rules/ regulations	3.76	2.99
Develop support facilities	3.52	2.90
Develop new trails	3.33	3.05
Provide law enforcement/ safety	3.32	2.98
Acquire new land for public access to trails	3.30	2.95
Acquire new land for trails	3.21	3.03
Provide educational programs	3.17	3.12
Provide landscaping along trails and in support areas	2.54	3.25

Importance - Performance Analysis
The importance–performance analysis (IPA) is a widely used analytical technique that combines measures of an attribute's importance and level of performance into a two-dimensional grid in an attempt to ease data interpretation and derive practical suggestions.

The IPA plot is straightforward, as four different suggestions are made based on the importance-performance measures. The four quadrants are: 1)'keep up the good work', are issues that are considered important and have high satisfaction in current performance, 2) 'possible overkill' indicates that the issues are relatively less important but were still performed well, 3) 'low priority' because both importance and performance ratings are lower than the average, and 4) 'concentrate here' that indicate the issues that are important to participants but where satisfaction of current performance is low. These are areas where resources and time should be allocated to improve performance.

Based on the survey data the issues that fall into 'concentrate here' for motorized respondents are: *develop new trails, enforce existing rules and regulations* and *keep area clean of litter and trash.* The 'concentrate here' issues for the nonmotorized respondents are: *keep area clean of litter and trash, enforce existing rules and regulations* and *develop support facilities.*

Figure 8: Importance and Satisfaction of Trail Management Priorities for Nonmotorized Users
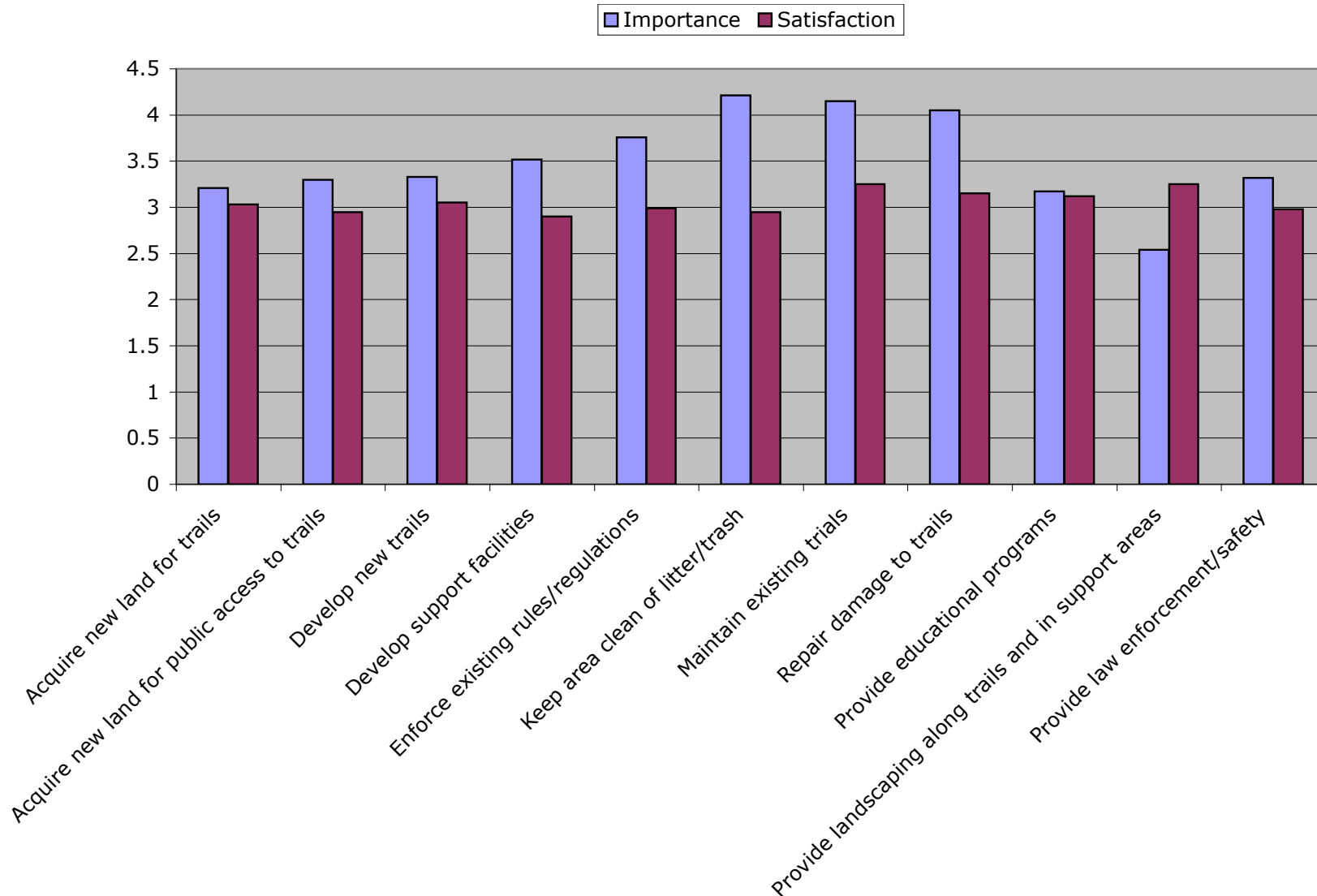
Trail Support Facilities

Respondents were also asked to rate importance and current satisfaction with 14 trail support facilities. Results are shown in Table 17 and Figure 9 for motorized and Table 18 and Figure 10 for nonmotorized users.

Based on mean scores, priority trail support facilities for motorized users are *trash cans* (4.14), *trail signs* (3.95), *restrooms* (3.46) and *drinking water* (3.31). When asked in an open ended format, given limited funding which <u>one</u> of the trail support facilities is the most important, motorized users most frequently responded *trash cans, trails signs* and *developed campgrounds*.

Based on mean scores, priority trail support facilities for nonmotorized users are *trash cans* (4.04), *trail signs* (3.90), *drinking water* (3.82) and *restrooms* (3.74). When asked in an open ended format, given limited funding which <u>one</u> of the trail support facilities is the most important, nonmotorized users most frequently responded *drinking water, trash cans* and *trail signs*.
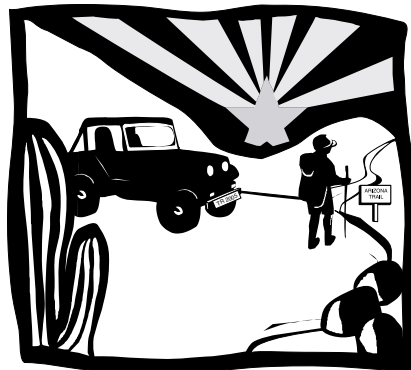
Table17: Motorized Users Importance and Satisfaction of Trail Support Facilities

Trail Support Facilities	Motorized Trail Users	
	Importance	Satisfaction
	Mean Score (out of 5)	
Trash cans	4.14	2.69
Trail signs	3.95	2.82
Restrooms	3.46	2.78
Drinking water	3.31	2.76
Motorized staging areas	3.13	2.89
Picnic facilities	3.08	3.05
Backcountry camping sites	3.04	3.00
Developed campgrounds	3.03	3.03
Ramadas	2.99	2.79
Parking spaces	2.77	2.97
Group camping areas	2.55	2.93
RV dump station	2.45	3.08
Showers	2.28	3.15
Equestrian staging area	1.76	3.18

Figure 9: Importance and Satisfaction of Trail Support Facilities for Motorized Users

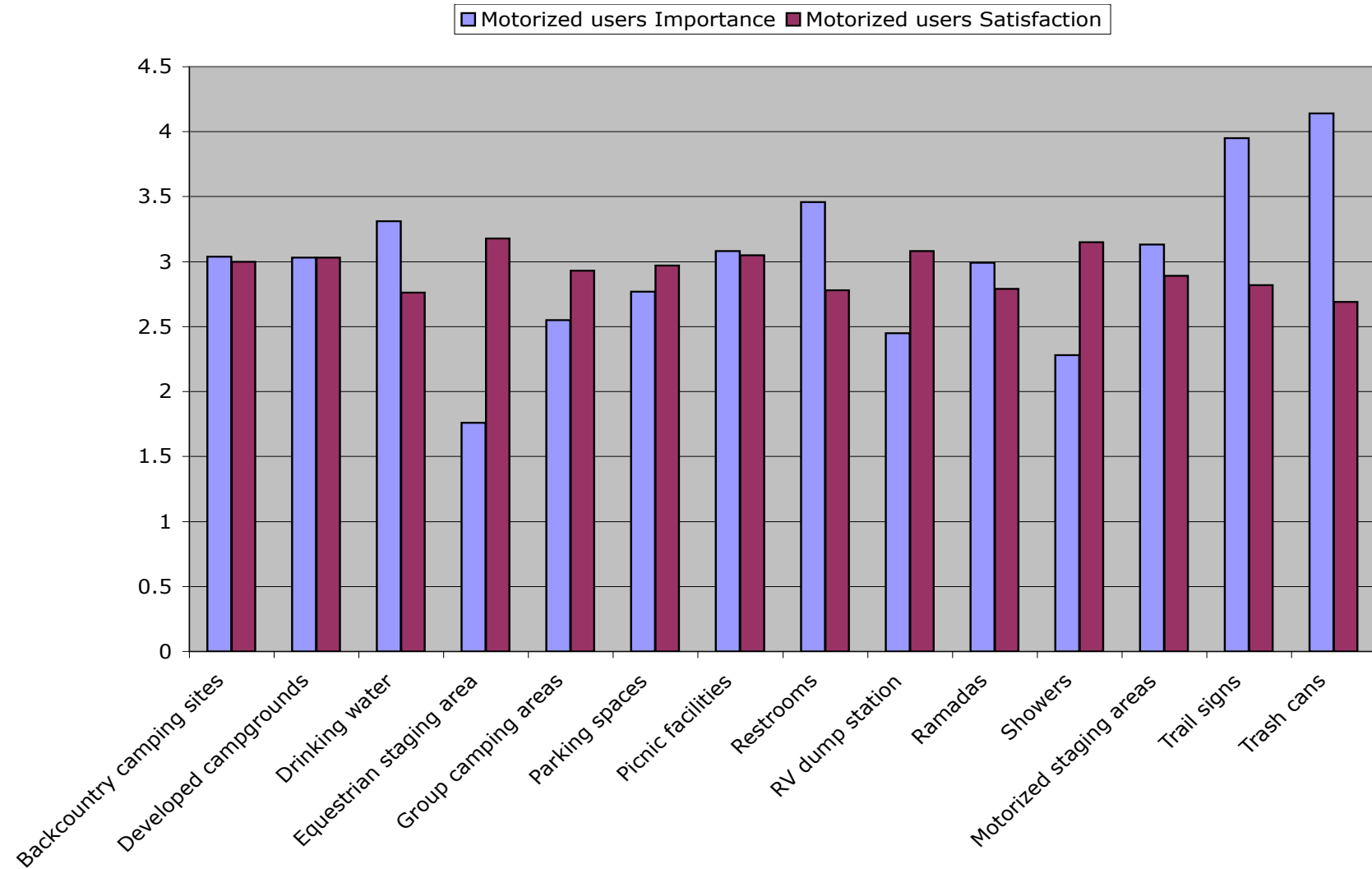Legend: □ Motorized users Importance ■ Motorized users Satisfaction

Table 18: Nonmotorized Users Importance and Satisfaction of Trail Support Facilities

Trail Support Facilities	Nonmotorized Trail Users	
	Importance	Satisfaction
	Mean Score (out of 5)	
Trash cans	4.04	2.94
Trail signs	3.9	2.96
Drinking water	3.82	2.87
Restrooms	3.74	2.93
Parking spaces	3.24	3.02
Picnic facilities	3.06	3.19
Ramadas	3.02	3.09
Backcountry camping sites	3.00	3.20
Developed campgrounds	2.94	3.18
Group camping areas	2.57	3.25
Showers	2.35	3.08
RV dump station	2.18	3.24
Motorized staging areas	1.93	3.16
Equestrian staging area	1.91	3.32

Litter Control–To Can or Not to Can

It is recognized by trail managers that providing trash cans in remote areas is not the most efficient method to control the litter problem, since trash can maintenance is costly and can lead to greater problems when not picked up frequently. In general, trash cans at trailheads are not the answer to the litter problem on trails. Trail managers instead emphasize self-cleanup educational programs such as *Leave no trace* and *Pack it in-Pack it out* for most recreational areas, especially in remote areas. However, when placed appropriately and well-maintained, trash cans can be effective in reducing litter problems in some urban recreation areas.

Figure 10: Importance and Satisfaction of Trail Support Facilities for Nonmotorized Users
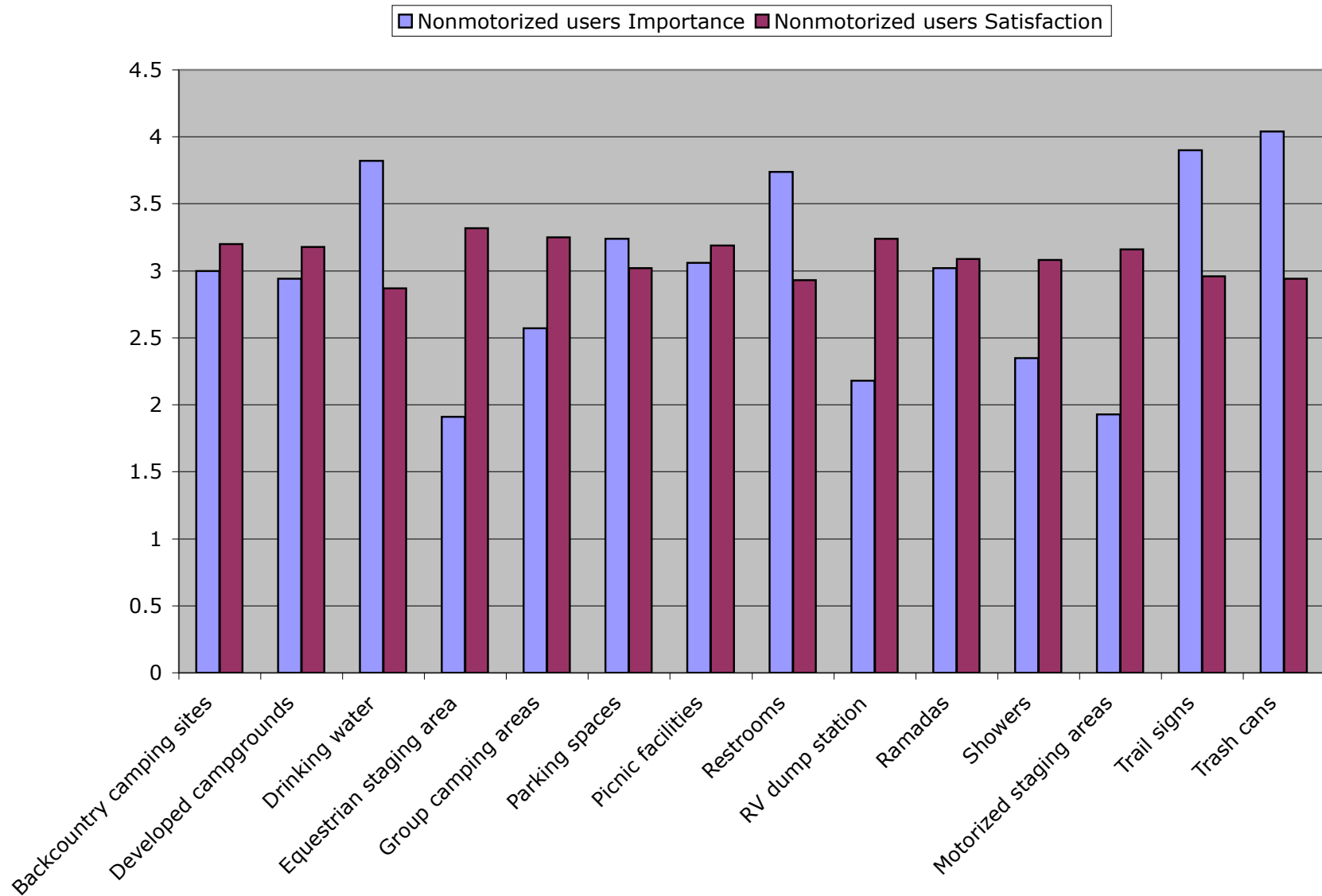
Trail Issues
To provide additional input into the State trail planning process, respondents were asked to rate the importance of 15 broad trail issues and indicate their top three priorities (see Tables 19 and 20 and Figure 11).

Figure 11: Importance of Trail Issues for Motorized and Nonmotorized Users
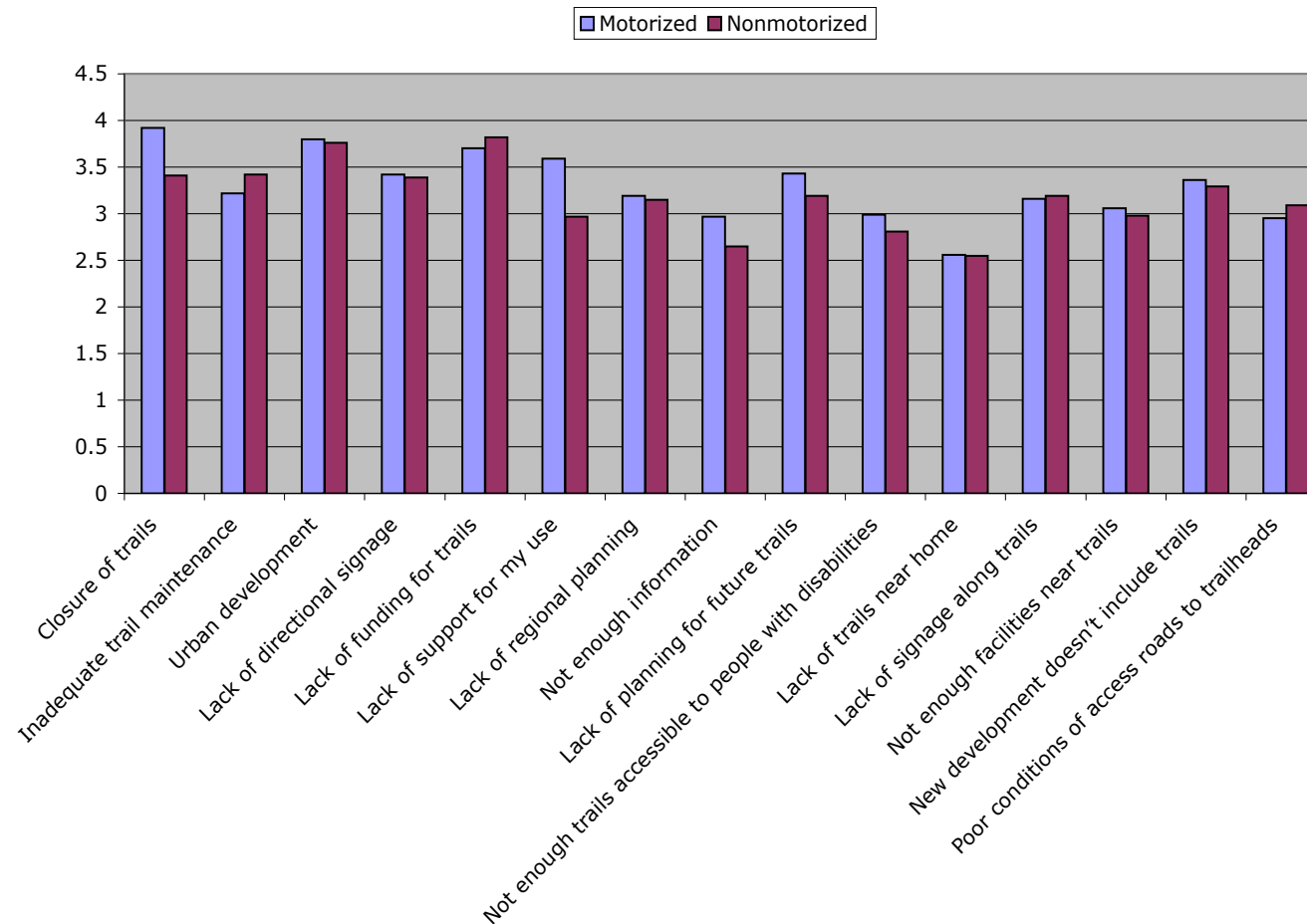
According to mean scores, motorized users feel that *closure of trails* (3.92), *urban development limiting trail access* (3.80) and *lack of funding for trails* (3.70) are primary concerns.

According to mean scores, nonmotorized users feel that *lack of funding for trails* (3.82), *urban development limiting trail access* (3.76) and *inadequate trail maintenance* (3.42) are top issues.

Respondents were also asked to list their top three trail issues in rank order by placing a 1 next to the most important issue, a 2 next to the second most important issue and a 3 next to the third most important.

The top three issues for motorized users are *closure of trails, urban development limiting trail access* and *lack of funding for trails*.

The three top issues for nonmotorized users are *lack of planning for future trails, urban development limiting trail access* and *lack of funding for trails*.

Table 19: Motorized Users Importance of Trail Issues

Trail Issues	Motorized Trail Users					
	NI	SI	I	VI	EI	
	Valid percent					Mean
Closure of trails	1.3%	7.3%	21.2%	34.8%	35.2%	3.92
Urban development	2.0%	10.9%	17.9%	43.1%	26.1%	3.8
Lack of funding for trails	1.3%	9.8%	28.8%	38.2%	22.0%	3.7
Lack of support for my use	3.0%	13.5%	33.6%	21.8%	28.1%	3.59
Lack of planning for future trails	2.5%	15.0%	35.8%	30.3%	16.4%	3.43
Lack of directional signage	2.9%	8.8%	42.8%	34.3%	11.3%	3.42
New development doesn't include trails	6.2%	15.2%	33.6%	26.3%	18.7%	3.36
Inadequate trail maintenance	1.8%	22.6%	36.8%	29.5%	9.3%	3.22
Lack of regional planning	3.8%	21.3%	36.9%	27.4%	10.5%	3.19
Lack of signage along trails	8.9%	14.2%	35.3%	34.8%	6.8%	3.16
Not enough facilities near trails	9.7%	18.4%	40%	19.5%	12.4%	3.06
Not enough trails accessible to people with disabilities	12.2%	27%	29.3%	12.3%	19.1%	2.99
Not enough information	6.0%	27.7%	31.5%	32.8%	2.0%	2.97
Poor conditions of access roads to trailheads	10.1%	27.0%	30.9%	22.1%	10.0%	2.95
Lack of trails near home	28.6%	20.0%	25.2%	19.2%	6.9%	2.56

NI = not important, SI = somewhat important, I = important, VI = very important, EI = extremely important

Table 20: Nonmotorized Users Importance of Trail Issues

Trail Issues	Nonmotorized Trail Users					
	NI	SI	I	VI	EI	
	Valid percent					Mean
Lack of funding for trails	1.9%	5.8%	33.3%	27.0%	32.1%	3.82
Urban development	4.0%	10.7%	22.7%	31.2%	31.5%	3.76
Inadequate trail maintenance	2.3%	9.2%	42.2%	36.7%	9.6%	3.42
Closure of trails	4.0%	11.1%	39.7%	30.1%	15.1%	3.41
Lack of directional signage	3.0%	10.8%	44.3%	27.5%	14.3%	3.39
New development doesn't include trails	8.2%	11.2%	40.3%	23.9%	16.4%	3.29
Lack of planning for future trails	8.2%	14.4%	38.1%	28.3%	10.9%	3.19
Lack of signage along trails	5.4%	22.0%	35.1%	23.1%	14.3%	3.19
Lack of regional planning	6.0%	19.1%	41.5%	20.3%	13.1%	3.15
Poor conditions of access roads to trailheads	7.5%	18.8%	41.4%	21.7%	10.7%	3.09
Not enough facilities near trails	10.5%	20.1%	39.4%	21.2%	8.8%	2.98
Lack of support for my use	12.5%	18.6%	39%	19.7%	10.2%	2.97
Not enough trails accessible to people with disabilities	13.8%	21.6%	44.2%	10%	10.3%	2.81
Not enough information	13.7%	28.6%	40.5%	13.3%	4%	2.65
Lack of trails near home	22.8%	28.2%	27.9%	14.2%	7%	2.55

NI = not important, SI = somewhat important, I = important, VI = very

important, EI = extremely important.

Focus Group Priorities

Arizona State Parks staff conducted 15 public workshops throughout the state to gather information from individuals who had expressed an interest in participating in trails planning. Separate regional workshops were held for representatives of 1) motorized trail users, 2) nonmotorized trail users, and 3) land and resource management agencies.

Through discussions, issues regarding motorized and nonmotorized trail use emerged, including issues that were not addressed in the phone and mail surveys. The issues were then prioritized as each participant was asked to pick his or her top five important issues from the dozens identified. Each participant was given five votes for priority issues and if they felt strongly about an issue they could give that issue more than one vote. Regional results are included in Appendix B.

This section reports the motorized and nonmotorized trail issues that rated the highest from the public workshops. The level of priority was determined by the number of times an issue was in the top issues of each of the regional workshops, indicating the issue was of more than just regional importance. Agency comments and issues were incorporated in either motorized or nonmotorized sections.

"Share the trail."

PUBLIC WORKSHOP PRIORITIES FOR MOTORIZED TRAIL ISSUES

1. **MORE MOTORIZED TRAILS AND USE AREAS**
   More trails, open more use areas, specialized terrain, closed trails, long distance.

2. **KEEP TRAILS OPEN**
   Keep motorized trails open, maintain access to existing trails, land manager recognition of existing or used trails.

3. **SIGNAGE AND SUPPORT FACILITIES**
   Adequate parking, staging areas and signage including: route marking, interpretive, access signs.

4. **TRAIL ETIQUETTE AND USER EDUCATION**
   Education through driver training, education of users, education of nonresidents, education in schools, environmental education.

5. **TRAIL INFORMATION AND MAPS**
   Provide detailed maps, identify where current trails are, better educate users where trails are, GPS information, better communication by agency where trails are.

6. **FUNCTIONAL INTERAGENCY COOPERATION AND PARTNERSHIPS**
   Better communication between agencies, consistent regulations among agencies, standards for trails, share resources.

7. **ENFORCEMENT OF USE TYPE/UNREGULATED OHV USE**
   Monitoring, enforcement of existing laws, heavier fines, peer patrols, complaint registers, identify enforcement contacts.

8. **PLANNING FOR MOTORIZED TRAIL USE**
   Better long term planning, regional and county-wide planning, money for planning and environmental clearances, develop interconnectivity of trails.

9. **MORE FUNDS FOR OHV TRAILS**
   Research licensing program, designate fee use areas, restore Arizona OHV Recreation Fund.

10. **ENVIRONMENTAL/CULTURAL RESOURCE IMPACTS**
    Address wildlife concerns, resource protection while maintaining access, noise pollution.

Priority Motorized Trail Issues from the Public Workshops

1. More Motorized Trails and Use Areas

The most prevalent issue discussed among motorized users at the public participation workshops was the need for more trails and recreation opportunities. Discussions revolved around broad comments for more trails, open more use areas, specialized terrain, closed trials and long distance loops. The need for new trails was also a strong priority for motorized survey respondents. The general public rated *develop new trails* as the fourth most important trail management issue and the target group rated it the highest priority.

2. Keep Trails Open

Workshop participants are concerned about the number of trails or roads previously used as motorized recreational trail use being closed. Participants would like land managers to recognize historic use of these routes or offer other opportunities while taking others away. Similarly, the motorized survey respondents rated *closure of trails* as the highest ranking overall trail issue.

3. Signage and Support Facilities

The need for support facilities was important to workshop participants. One of the most frequently mentioned support facility was signage. Motorized trail users would like to see additional signage that includes route marking, access signage, interpretive signage, and agency standards for signs. Other support facilities needed

are adequate parking and staging areas. Motorized survey respondents rated the top three most important trail support facilities as trash cans, trail signs and restrooms.

4. Trail Etiquette and User Education

User education was a prevalent theme among all workshops. Education through driver training, education of users, education of nonresidents, education in schools, and environmental education were all identified as areas of need. There is a need for education of environmental ethics including Leave No Trace, Tread Lightly and other resource protection messages. Trail etiquette is also needed, teaching differing user groups to share the trail can help prevent user conflicts and increase user enjoyment. *Lack of trail ethics* was identified as the second highest social concern by motorized survey respondents with *unskilled people* as the fifth highest social concern.

5. Maps and Trail Information

A common need mentioned was for current and accurate maps and information telling users where trails exist. There is a need to better educate where trails are in the State and to have agencies better promote trails within their jurisdiction. Users found that in most cases comprehensive maps and trail information do not exist and when they do, they are difficult to locate. More promotion and awareness of existing trails will promote trail usage and prevent social trails.

6. Functional Interagency Cooperation and Partnerships

Public participation workshop participants expressed concern regarding the inconsistency among land managers in their rules and regulations regarding OHV trail use. OHV

users often have difficulty knowing the differing rules and therefore trouble adhering to them. Land managers need to work together to develop standardized or similar policies regarding OHV use. Better communication between agencies was discussed so that there is clear understanding of agency plans and policies, standards for trails, shared resources and interconnection of trails.
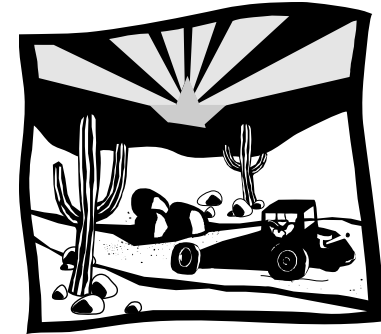
7. Enforcement of Use Type/Unregulated OHV Use

A number of issues regarding enforcement of existing laws and monitoring arose from the public participation workshops. Participants noted that unregulated OHV use was closing access to responsible users. Comments related to enforcement of existing laws, heavier fines, peer patrols, complaint registers, and identifying enforcement contacts. Users would like to see deviant trail behavior penalized knowing their behavior can cause environmental impacts and negative reactions from land managing agencies including closure of trails.

This issue is again consistent with those identified by the motorized survey respondents, *enforce existing rules and regulations* was the second highest trail management issue and *unregulated OHV use* was the third highest social concern.

8. Planning for Motorized Trail Use

Planning for trail systems and access rose as a top priority. Planning aspects included several levels such as long term planning, interconnectivity planning, regional or county planning as well as simply better planning. Discussions focused around long term planning that includes changing needs and continued development. Ideas of planning within regions was also common.

Land managers need to look beyond just their borders and understand how their trails can connect with neighboring lands or communities. The need for funds to aid planning efforts was commonly discussed along with the need for NEPA and other environmental and cultural clearances required in the planning process. This issue was also a top priority for overall trail issues (*lack of planning for future trails*) by survey respondents.

9. More Funds for OHV Trails

The workshop participants recognized the insufficient funds for OHV trails in Arizona. The participants suggested ways to increase the pool of monies for motorized trails. These included researching OHV licensing which has worked in other states, opening fee use areas and working towards restoring the State OHV Recreation Fund. *Lack of funding for trails* rated fifth highest for overall trail issues by motorized survey respondents.

10. Environmental/Cultural Resource Impacts

The workshops addressed environmental impacts, wildlife concerns and cultural resource and archaeological site protection associated with the use of motorized vehicles as a common concern. The users indicated the need to protect these resources while still maintaining access. There was an expressed need to develop trails away from sensitive areas and plan with wildlife in mind.

PUBLIC WORKSHOP PRIORITIES FOR NONMOTORIZED TRAIL ISSUES

1. TRAIL MAINTENANCE
   Maintenance of existing trails, limited budget to maintain trails, clean up current trails.

2. PROTECT ACCESS/ACQUISITION OF LAND FOR TRAILS
   Purchase easements, purchase State Trust land for access, protection from development, maintain access in urban areas.

3. TRAIL INFORMATION AND MAPS
   Provide detailed maps, identify where current trails are, better educate users where trails are, GPS information, better communication by agency where trails are.

4. TRAIL ETIQUETTE AND USER EDUCATION
   More user education regarding environmental education, Leave No Trace, Pack it In, Pack it Out, share the trail, resource protection.

5. VOLUNTEER COORDINATION AND MANAGEMENT
   Need for more coordinated volunteer efforts, support for organizing volunteer events, training volunteers to agency standards, outreach efforts for volunteers, agency positions to organize volunteers.

6. PLANNING FOR NONMOTORIZED TRAIL USE
   Better long term planning, regional and county-wide planning, money for planning and environmental clearances, develop interconnectivity of trails.

7. SIGNAGE AND SUPPORT FACILITIES
   Trail head facilities, parking, trash cans, better signage, standards for signage, more interpretive signage.

8. ENFORCEMENT AND MONITORING OF TRAILS
   Enforcement of existing laws, heavier fines, peer patrols, complaint registers, identify enforcement contacts.

9. MORE ACCESSIBLE TRAILS FOR INDIVIDUALS W/PHYSICAL DISABILITIES
   Plan for ADA trails, retrofit existing trails for accessibility.

10. FUNCTIONAL INTERAGENCY COOPERATION AND PARTNERSHIPS
   Better communication between agencies, streamline partnerships, standards for trails, share resources.

Priority Nonmotorized Trail Issues from the Public Workshops

1. Trail Maintenance
Trail maintenance and maintenance of existing trails came to the top of most of the public workshops and was mentioned in all 15 workshops. The concern of trail maintenance was also the top priority of the environmental concerns of the survey for both the nonmotorized general public and target group (*litter, trash dumping* and *erosion of trails*), trail management issues (*maintain existing trails, keep areas clean of litter and trash*), and overall trail issues (*inadequate trail maintenance*). It was noted that in lean economic times, maintenance is often eliminated from tight budgets and also that it is often easier to obtain money for construction of new trails than for maintaining existing trails.

2. Protect Access/Acquisition of Land for Trails
Protecting access for trails was at the forefront of conversations at the public workshops. This discussion included acquisitions of easements to protect access to trails and also to provide protection from encroaching development. Easements and purchase of State Trust land was also common in these discussions. This issue was also a priority for survey respondents (*acquire new land for public access, acquire new land for trails* and *urban development limiting access*). With Arizona's population continuing to grow at such rapid rates there seems to be an urgency to protecting access to trails.

3. Trail Information and Maps
A common need mentioned was for current and accurate maps and information telling users where trails exist. There is a need to better educate where trails are in the state, to have agencies better promote trails within their jurisdiction. Users found that in most cases comprehensive maps and trail information do not exist and when they do, they are difficult to locate. More promotion and awareness of existing trails will promote trail usage and prevent social trails.

4. Trail Etiquette and User Education
User education was a prevalent theme among all workshops. There is a need for education of environmental ethics including Leave No Trace and other resource protection messages. Trail etiquette is also needed, teaching differing user groups to share the trail can help prevent user conflicts and increase user enjoyment. *Lack of trail ethics* was identified as the third highest social concern by nonmotorized survey respondents.

The need to reach out to youth was mentioned in several workshops. Educating children through school programs was a common idea. In addition it was mentioned that the need for environmental education also applied to agency personnel.

5. Volunteer Coordination and Management
The need for coordinated volunteer management was included in the priority issues. The need for alternative sources of labor and increased user involvement has led to increased volunteerism.

A common message heard was there was a large pool of willing volunteers to help agencies in all aspects of trails including maintenance, construction and education. What is missing are the agency personnel to coordinate and effectively manage and train volunteers.

6. Planning for Nonmotorized Trail Use

Planning for trail systems and access rose as a top priority for trails. Planning aspects included several levels such as long-term planning, interconnectivity planning, regional or county planning as well as simply better planning. Discussions focused around long term planning that includes changing needs and continued development. Ideas of planning within regions was also common.

Land managers need to look beyond just their borders and understand how their trails can connect with neighboring lands or communities. The need for funds to aid planning efforts was commonly discussed along with the need for NEPA and other environmental and cultural clearances required in the planning process. This issue was also a top priority for overall trail issues (*lack of planning for future trails*) by survey respondents.

7. Signage and Support Facilities

The need for the development of support facilities or existing support facilities enhancement is an important aspect of trails to its users. Trailhead amenities were common issues including restrooms, adequate parking, safety at trailheads, trash cans and availability of potable water.

In addition, the need for more signage, more interpretive signage, directional signage and access signage was a top concern. This is consistent with the fourth highest trail management issue identified by survey participants (*develop support facilities*). The survey also identified that nonmotorized trail users rated *trash cans, trail signs and drinking water* as the three most important trail facilities.

8. Enforcement and Monitoring of Trails

A number of issues regarding enforcement of existing laws and monitoring arose from the public participation workshops. Comments related to enforcement of existing laws, heavier fines, peer patrols, complaint registers, and identifying enforcement contacts. Users would like to see deviant trail behavior penalized knowing their behavior can cause environmental impacts and negative reactions from land managing agencies, at most severe closure of trails. This issue is again consistent with those identified by the nonmotorized survey respondents, *enforce existing rules and regulations* was the third highest trail management issue.

9. More Accessible Trails for Individuals with Physical Disabilities

Accessibility for people of differing physical abilities emerged from the workshops as a high priority. Comments from the workshops included that trails should be available for all users including wheelchair users and families with strollers. The issue of obesity and unprecedented rates of physical inactivity was discussed along with the concern that the baby boomer population is aging and soon will be classified as senior citizens.

10. Functional Interagency Cooperation

Workshop participants consistently identified interagency cooperation and consistency as important. Better communication between agencies was discussed so that there is clear understanding of agency plans and policies, standards for trails, shared resources and interconnecting trails.